

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Hungary

REPORT

SUBJECT [REDACTED] Light Alloy Plant, Székesfehérvár

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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE

[REDACTED] an eleven-page report on the Light Alloy Plant (Könnyűfém Mű) in Székesfehérvár. The report contains information on

- a. location,
- b. factory area,
- c. working schedule,
- d. labor force,
- e. products,
- f. material supply,
- g. layout (five sketches)

of the plant.

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H U N G A R Y

Economic/Military/Scientific

Light Alloy Factory at SZENESFEHERVAR

1. A light alloy factory (SZELENLEHTEWAR KONTUMTEHU) is situated NORTH-EAST of SZELENLEHTEWAR some three kilometres from the centre of the town.
2. The factory covers an area of 12,000 square metres and employs some 680 workers. The foundry and rolling mills work a single 8-hour shift daily but maintenance workers and those employed on the presses are spread out over two 8-hour shifts daily.
3. The layout of the factory is shown at Appendix 'A' to this report. It suffered no appreciable damage during the revolution. The detailed layout of the rolling mills, pressing shop and wire drawing mills are shown at Appendices 'B', 'C' and 'D' respectively. Just NORTH of the factory is an area of 60,000 square metres reserved for the planned extension to the factory, which was to treble the factory's capacity.
4. The factory was engaged in the manufacture of various products. Some of these were:
 - a) Sheet metal for aircraft. The alloys used are D-40 and D-16. The sheets are 1 mm. - 2 mm. thick and the largest sheet rolled is 2 m. by 8 metres.
 - b) Sheet metal and pressings for the IONWA car factory. A soft alloy 5-al, is used.
 - c) Sheets of magnesium base alloy for the DANUVIA shipyard.
 - d) Aircraft radiator tubes made of Si-al and another alloy.
 - e) Artillery fuses types HZ and T5. A sketch of these fuse bodies, which were made of a silicon alloy, is shown at Appendix 'B'. The rate of production was approximately 10,000 of each type per month. Production could have been at least 50% higher but for lack of alloy which often caused stoppages in production. These fuse bodies were filled at an explosives factory in SZELENLEHTEWAR.

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5. Raw materials for the factory were received mainly from IMOT and U.K.. Very small quantities came from KOBANTUL. Aluminium usually came either in the form of large ingots or 128 mm. rods. The latter could be fed direct into the presses without any pre-rolling. Silicon and magnesium were received in large quantities direct from the Soviet Union and on some occasions small amounts of nickel chrome (which was required for the foundry and was always in very short supply) of U.K. and Swedish origin arrived at the factory in Russian packaging.

6. The average monthly output from the rolling mills was some 800 tons and from the presses 350-450 tons depending, of course, on the thickness of material being treated. The monthly capacity of the foundry was some 1200-1500 tons but fell below this figure when duralumin was being processed.

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Key to Appendix 'A'

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Layout of Factory

- A. Porter's lodge.
- B. Machine repair shop.
- C. Presses.
- D. Garage.
- E. Former air raid shelter used as store.
- F. Rolling mill.
- G. Foundry.
- H. Motor press and wire drawing section.
- I. Packing and despatch sheds.
- J. New transformer station.

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SECRETKey to Appendix 'B'Layout of Rolling Mills

- a) Junkers pre-heating furnace.
- b) Skoda pre-heating furnace.
- c) Scrapers.
- d) Skoda II warm rolling mill.
- e) Electric motor (950 kw) for f), g), h) and i).
- f) KRUPP II pre-rolling mill.
- g) SKODA II pre-rolling mill.
- h) SKODA III pre-rolling mill.
- i) SKODA II polishing mill.
- j) JUNKERS plate soaking pits.
- k) SKODA plate soaking pits.
- l) Refining furnace and quenching pit.
- m) ACHENBACH rolling mill.
- n) DEMAG II rolling mill.
- o) 2 electric motors (each 350 kw) for o), p) and q).
- p) SKODA ribbon mill.
- q) Winding drums for s).
- r) 8 Karl and Ungerer rolling mills.
- s) SKODA soaking pit.
- t) KRUPP ribbon mill (pre-rolling for s).
- u) HILLO trimming scissors for d).
- v) Large trimming scissors.
- w) NOEZ (Swiss) final trimming scissors.
- aa) M&W (East German) trimming scissors.
- bb) Sheet mill 0.3 - 1mm.
- cc) Sheet mill 1 - 4 mm.
- dd) Sheet mill 5 - 10 mm.
- ee) Ribbon scissors (side trimming).
- ff) Ribbon polishing and cutting.
- gg) Main doors.
- hh) 15 ton travelling crane.
- ii) 3.5 ton travelling crane.

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Key to Appendix 'C'

Layout of Pressing Shop

- A. 8 cell FISCHER electric hydraulic pre-heating furnace.
- B. Circular 8 cell electric pre-heating furnace.
- C. SKODA 350 ton.
- D. SKODA 250 ton.
- E. SKODA 80 ton eccentric press.
- F. Circular 8 cell electric.
- G. Acid bath.
- H. Cutting machine.
- I. SKODA 40-50 ton eccentric press.
- J. SKODA 380 ton eccentric press.
- K. G. UCH 200 kw. pre-heat.
- L. Stretching machine (operated by compressed air: should be in rolling mill shed.)
- M. Vertical lathe.
- N. Very modern automatic air compression units.
- O. Main door.


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Key to Appendix 'D'

Layout of Wiredrawing Mill

- A. 60 metre long MORAN press (air operated).
- B. Control bench for 'A'.
- C. Sharpening bench.
- D. Tube pipes rail mill.
- E. Refining bath.
- F. Saw bench.
- G. 2 saw benches.
- H. Czechoslovak hydraulic hammer 'Type BOH'.
- I. Longitudinal saw bench.
- J. 2 JUNKERS and 2 SKODA sloping hydraulic pre-heating furnaces.
- K. 12 compressed air tanks for MORAN press.
- L. Wire drawing mill.
- M. LIGHTI wire drawing mill.
- N. English multiple wire drawing mill (oil bath type).
- O.) COTE 250 ton presses.
P.)
- Q. Circular scissors.
- R. Scrap packaging press (200 atm).
- S. Compressors (500 atm) and motors for MORAN press.
- T. Main doors.

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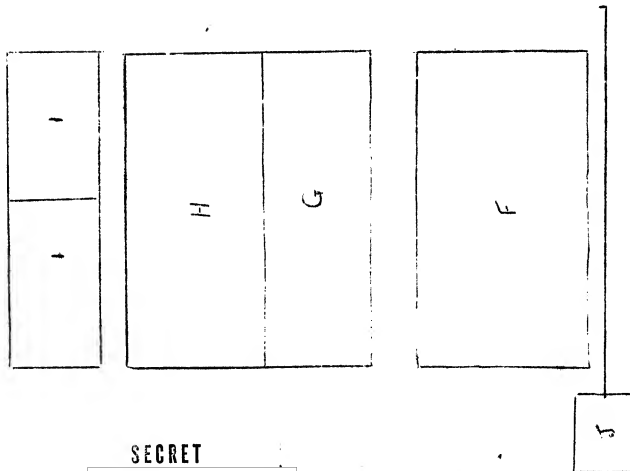
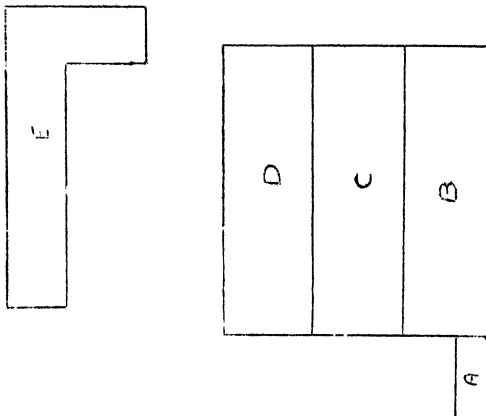
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Appendix A



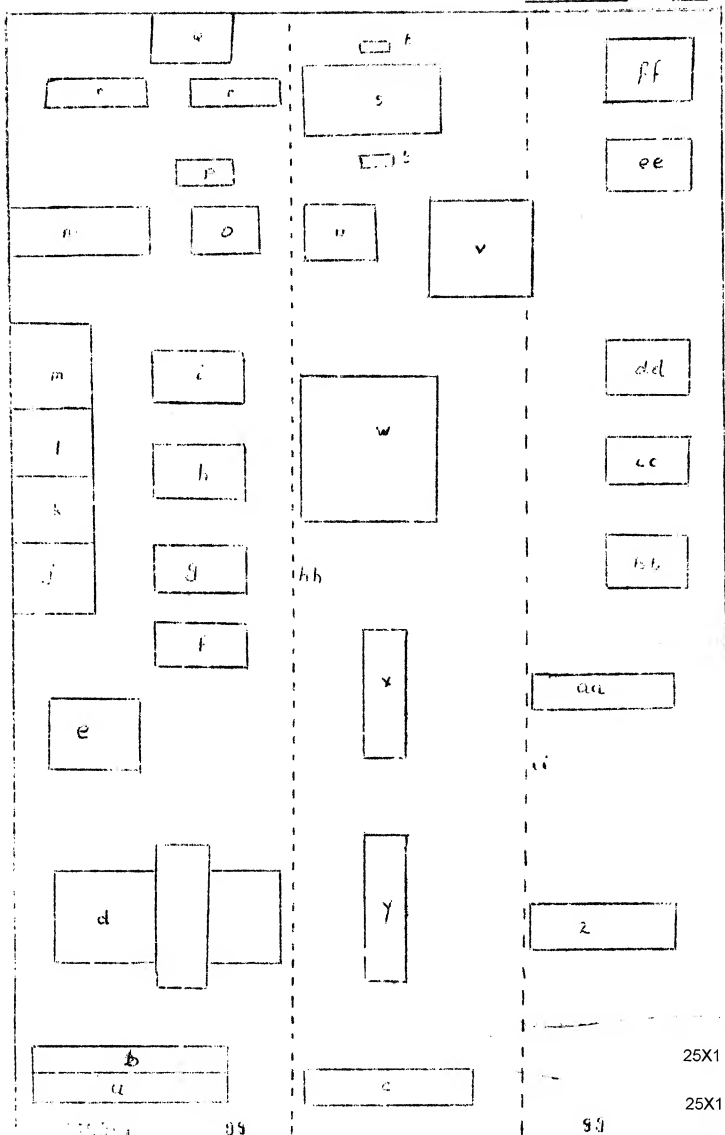
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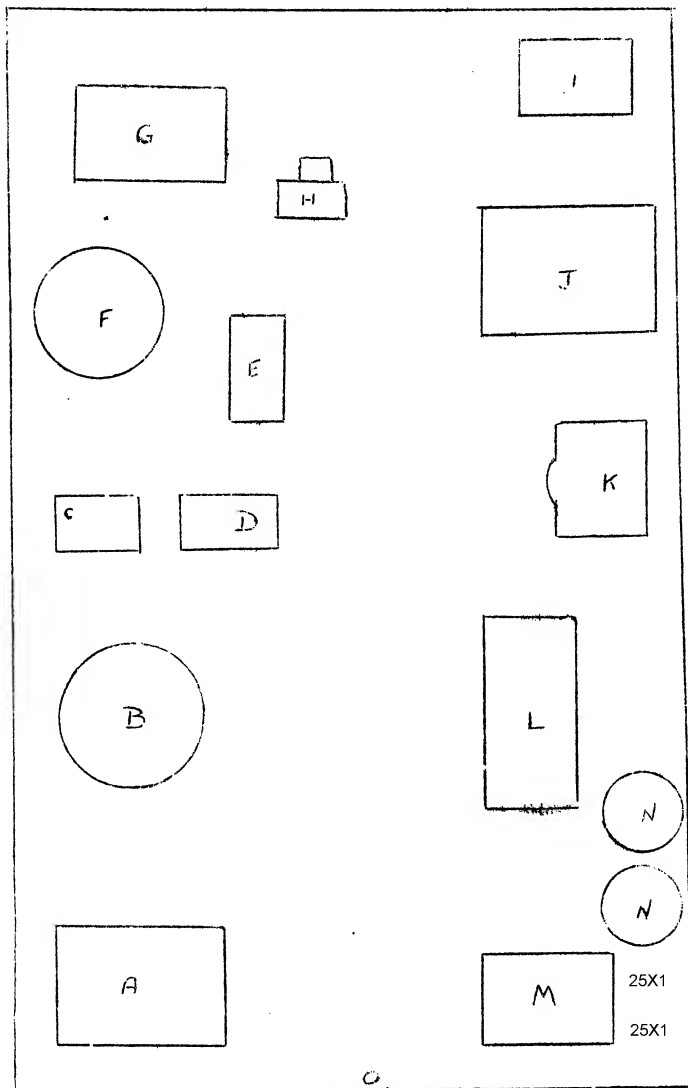
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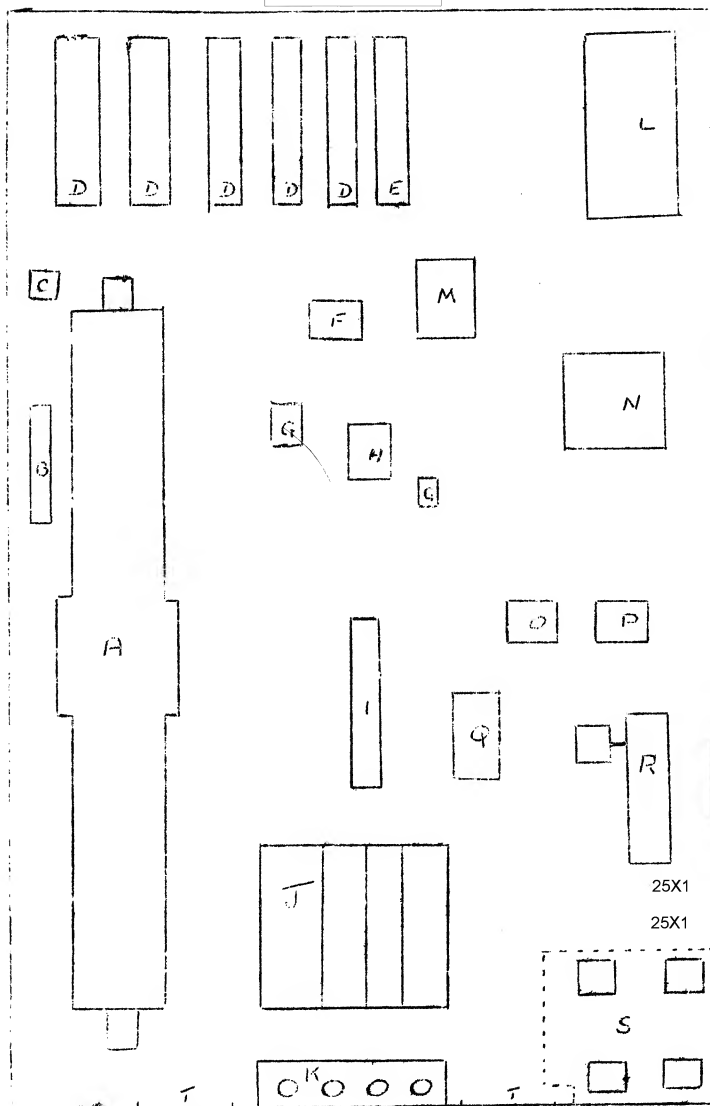
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Appendix 'D'

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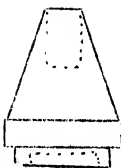
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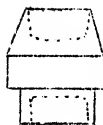
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